

**A83 North of Inveraray Sea Wall**  
**F109 Environmental Screening**  
**December 2024**



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A83 North of Inveraray Sea Wall	
Document:	Form #109 Environmental Screening
Issue:	#5
Related to:	All Contracts



## Document Control Sheet

<b>Report Title</b>	A83 North of Inveraray Sea Wall Environmental Screening
<b>Author</b>	Mark Laurie
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<b>Status</b>	Issue
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<b>Scheme Reference</b>	22-NW-0309-5
<b>Scheme Element</b>	E-24-NW-01190-E
<b>Design Team</b>	Minor Improvements
<b>Scheme Designer</b>	Jake Bovill

### Document Approvals

	Name	Organisation	Signature	Date
<b>Prepared By</b>	Mark Laurie	BEAR Scotland	<b>ML</b>	16/12/2024
<b>Authorised By</b>	Lara Currie	BEAR Scotland	<b>LC</b>	18/12/2024

### Revision Status

Revision No.	Date	Revision Details	Authorised By
1.0	11/01/2024	First Issue	Carolyn Gillen
1.1	18/12/2024	Second Issue (updated due to expiry date)	Lara Currie

### Document Distribution

Reference	Name of Holder
1	Jake Bovill (BEAR Scotland)
2	
3	

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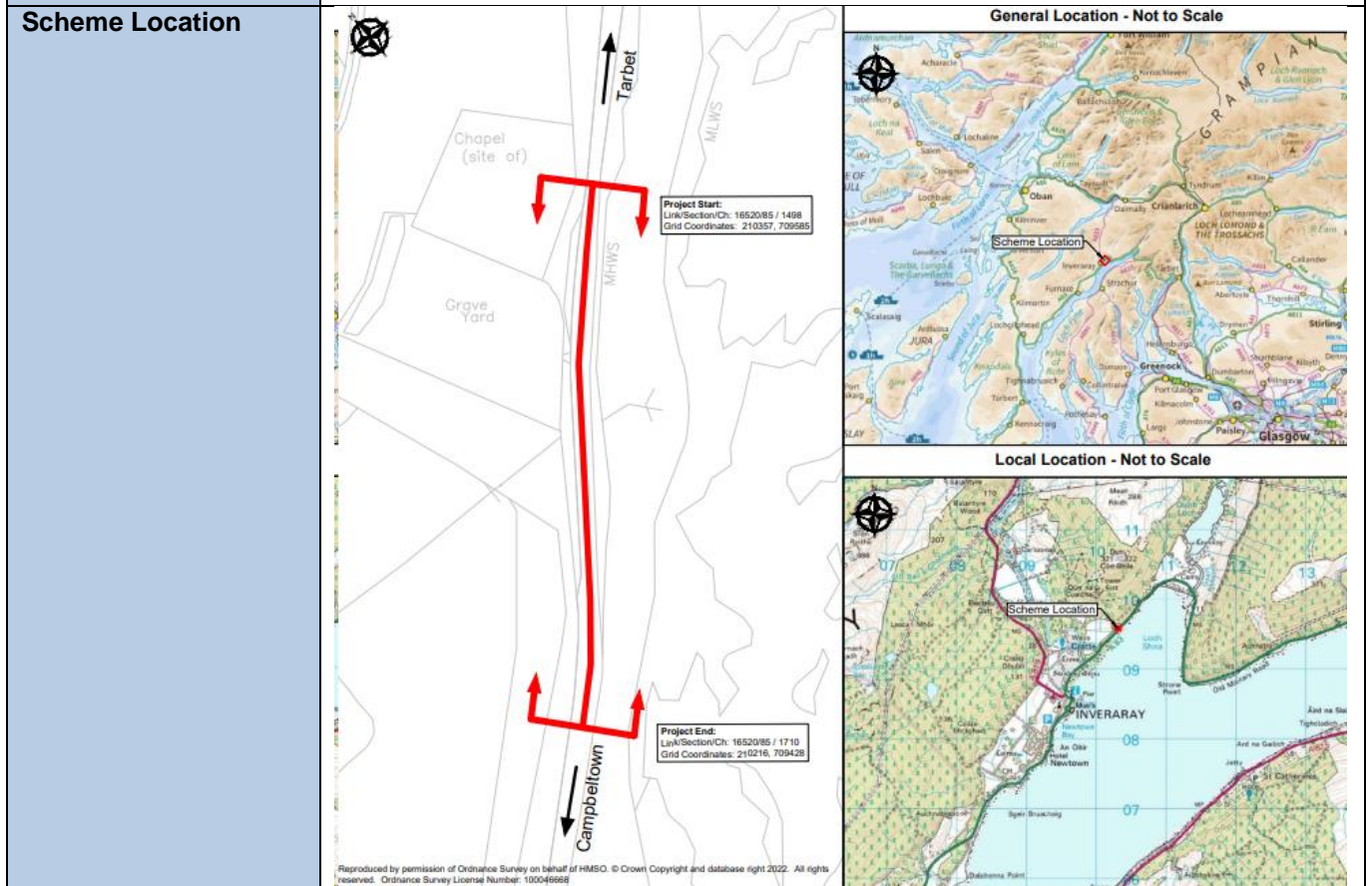
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## Scheme Details

<b>Scheme Name</b>	A83 North of Inveraray Sea Wall	
<b>Scheme Reference</b>	22-NW-0309-5	
<b>Environmental Element</b>	E-24-01190-E	
<b>Scheme Designer / Contact</b>	Jake Bovill	
<b>Design Team</b>	Minor Improvements	
<b>Programme</b>	<b>Start date: 27/01/2025</b> Duration: 2 weeks construction Working hours: Day works (08:00-17:00), dependant on tide levels	
<b>Works Contract</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Estimated Scheme Value</b>	£100,000	
<b>Scheme Area</b>	<1ha	
<b>Scheme Length</b>	Total length 45m (30m area with major failures. 15 metre extension of concrete footing).	

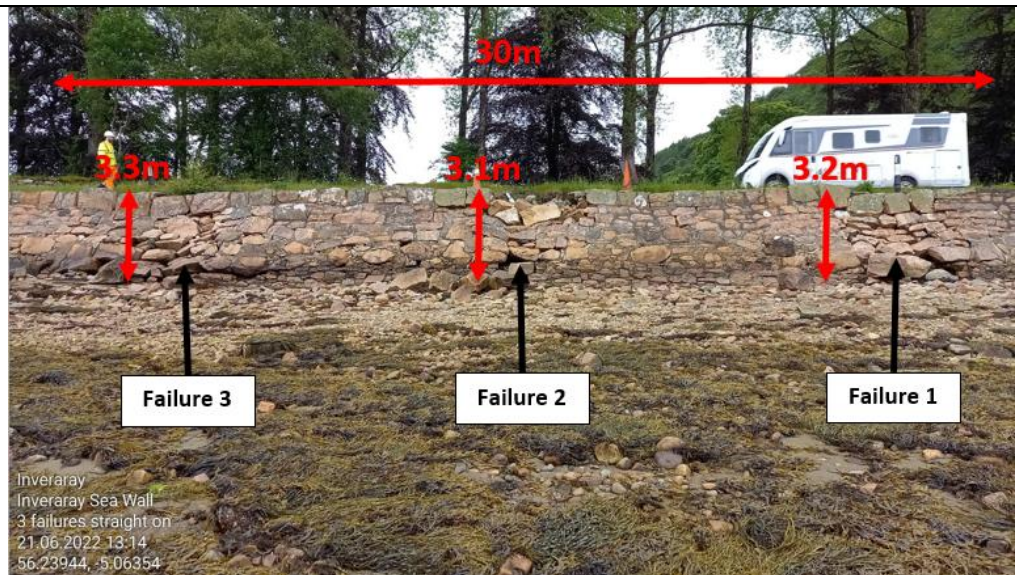




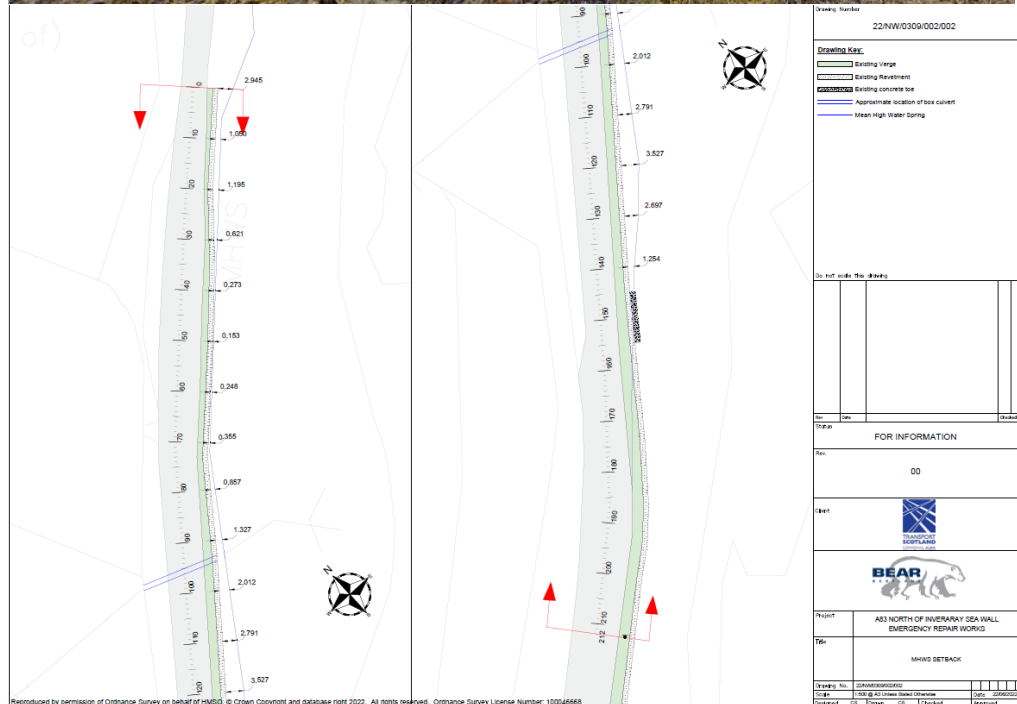
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Inveraray  
Inveraray Sea Wall  
3 failures straight on  
21.06.2022 13:14  
56.23944, -5.06354



**Grid Reference** Nation Grid Reference (NGR) start and end points:  
Start: NN 10357 09585  
End: NN 10216 09428

**Proposed Works** Significant structural issues have been identified on a section of sea wall north of Inveraray, particularly in a 30-meter section that has had 3 areas with failures due to washout. The project aims to restore the revetment to a structurally sound and safe condition and enhance the revetment's resilience against marine forces and potential future issues.

- Demolition Phase:**
  - Dismantle the 3 existing sections of existing sea wall which have been subject to failures.
  - Salvage reusable materials, if possible.
- Foundation Phase:**
  - Install guttering around concrete to avoid water damage/concrete runoff.



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	<ul style="list-style-type: none"> <li>Inspect and prepare the existing concrete haunch.</li> <li>Repair or reinforce the haunch if necessary.</li> </ul> <p>3. Stone and Mortar Phase:</p> <ul style="list-style-type: none"> <li>Rebuild the sea wall.</li> <li>Select and position stones.</li> <li>Use appropriate mortar mix to ensure structural integrity.</li> <li>Pay attention to mortar curing and weather conditions.</li> </ul>
<b>Need for the Works</b>	Provide structural stability to carriageway and area adjacent to sea wall, to improve road safety.
<b>Site Compound / Site Access</b>	Area surrounding works. Beach closed off at works region.
<b>Traffic Management</b>	2 way temporary traffic lights (TTL) surrounding area of works.

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# 1. Initial Environmental Impact Assessment Screening

Screening for Record of Determination		
<p>Under the <a href="#">Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017</a> (RSA EIA Regulations), all planned schemes undertaken by BEAR Scotland are required to be screened to determine if they require an Environmental Impact Assessment (EIA).</p> <p>The below forms an initial screening exercise to determine if the scheme is a 'Relevant Project'. If the scheme is a relevant project, then a Record of Determination (RoD) will be undertaken to determine if an EIA is required. If the scheme is not a relevant project, then no further screening for EIA is required.</p>		
<p><b>Is the proposed scheme a 'Project'?</b></p> <p>A 'Project' is defined as a scheme that sits within Annex II of the <a href="#">EIA Directive</a> and meets the threshold<sup>1</sup> for assessment of environmental effects for road improvement projects in the <a href="#">RSA EIA Regulations</a>.</p>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<p>If 'Yes', then continue with the remainder of this initial screening. If 'No', then no further screening is required.</p>		
<p><b>Does the project have an area of works that exceeds one hectare?</b></p> <p>The area of works is defined as the works area, as well as any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction. The area of works does not include traffic management.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p><b>Is the project located wholly or in part in a 'Sensitive Area'?</b></p> <p>A sensitive area is defined as one of the following: Site of Special Scientific Interest (SSSI), areas subject to a Nature Conservation Order (NCO), European Sites (Special Areas of Conservation (SAC) and / or Special Protection Areas (SPA)), World Heritage Sites, Scheduled Monuments, National Scenic Areas (NSA), or National Parks.</p> <p>If 'Yes', please provide details of the sensitive area<sup>2</sup>.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p><b>Is the proposed scheme a 'Relevant Project'?</b></p> <p>A 'Relevant Project' is defined as a project where the area of works exceeds one 1 hectare and / or is situated in whole or in part within a sensitive area (i.e. if either of the previous two questions have been answered 'Yes').</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p>If 'Yes', then a F113 Record of Determination must be completed and issued to Transport Scotland for approval and publishing. If 'No', then no further screening for EIA is required.</p> <p>The requirement for an F902 Environmental Review Report (ERR) will be determined during the completion of the F113 Record of Determination.</p>		

<sup>1</sup> "The doing of anything for the benefit of road users, or any class of road users, beyond that which is essential to placing the road in a proper state of repair, and includes the improvement of the amenity (a) of the road; and (b) of land abutting on, or adjacent to, the road."

<sup>2</sup> If 'Yes' and the sensitive area is a European Site, then this will also be covered in Section 3 Initial Habitats Regulations Appraisal Screening below.

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## 2. Initial Habitats Regulations Appraisal Screening

Under the [Conservation \(Natural Habitats, &c.\) Regulations 1994](#) all schemes are required to be screened for potential effects on European Sites. The [Design Manual for Roads and Bridges \(DMRB\) LA 115](#) provides guidance on how Habitats Regulations Appraisal (HRA) is to be undertaken for trunk road schemes.

The below forms an initial screening exercise to identify if the scheme is located within proximity to, or has ecological connectivity to, any European Sites and if the proposed works carry the potential to cause Likely Significant Effects (LSE). If potential for LSE is identified, then a F565 HRA Proforma will be completed separately to assess the impacts to the European Sites. If there is no potential for LSE identified, then no further screening is required under HRA.

### 2.1. Identification of European Sites

Identification of European Sites		
<b>Does the proposed scheme meet any of the following criteria?</b> <ul style="list-style-type: none"><li>Located within any Special Area of Conservation (SAC), Special Protection Area (SPA), or Ramsar site<sup>3</sup>;</li><li>Located ≤ 2km of any SAC, SPA, or Ramsar site; or</li><li>Crosses or lies adjacent to, upstream of, or downstream of, a watercourse which is designated in part or wholly as a European Site.</li></ul>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Does the proposed scheme have ecological connectivity with any European Sites outwith the above criteria?</b>  Consideration should be given to NatureScot's <a href="#">Assessing Connectivity with Special Protection Areas</a> guidance document.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If 'Yes' to either of the above questions, then complete '2.2. Identification of Potential Effects on European Sites'. If 'No' to both of the above questions, then no further screening with regards to HRA is required.		

### 2.2. Identification of Potential Effects on European Sites

Identification of Potential Effects on European Sites		
As required by <a href="#">DMRB LA 115</a> , all schemes where a 'Potential Effect on European Sites' is identified, must undergo an appropriate level of screening to identify if the proposed scheme carries the potential to cause Likely Significant Effects (LSE) to the European Site(s) in question.		
The below will constitute an initial screening to determine if the scheme carries the potential to cause LSE on the European Sites identified in '2.1 Identification of European Sites'.		
<b>Site Name &amp; NatureScot Site Code:</b>		
<b>Qualifying interests of European site:</b>		
<b>Distance of European site from / connectivity to the proposed scheme:</b>		
<b>Does the proposed scheme carry the potential to cause Likely Significant Effects (LSE) to the above European Site(s)<sup>4</sup>?</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> No

<sup>3</sup> This includes candidate SAC (cSAC), provisional SAC (pSAC), and provisional SPA (pSPA).

<sup>4</sup> Note: This initial screening is an assessment as to whether there is a potential for LSE, as opposed to the F565 HRA Proforma which will determine if LSE will occur or not.



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### Provide justification for the above assessment:

The following key factors should be taken into consideration when making this assessment:

- Nature, location, programming and duration of the proposed scheme.
- Qualifying interests of the European Site and their likelihood to be affected by the proposed scheme.
- Any relevant consultation from a Statutory Environment Body (NatureScot).

If **'Yes'**, then a F565 Habitat Regulations Appraisal (HRA) Proforma must be completed. If **'No'**, then no further screening with regards to HRA is required.

## 3. Screening for Required NMC Contractual Processes

### Screening for Site Waste Management Plan, Project Carbon Tool & Material Sourcing Feasibility Report

Under the Network Management Contract for both the North West Unit and South East Unit, additional environmental obligations are placed on schemes that meet certain criteria<sup>5</sup>. The below forms a screening to determine if the works require a Site Waste Management Plan, Project Carbon Tool or Material Sourcing Feasibility Report.

<p><b>Does the proposed scheme have an estimated bid value greater than £350,000?</b></p> <p>If <b>'Yes'</b>, then a Site Waste Management Plan must be completed in line with BEAR Procedure 94.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p><b>Is the proposed scheme a works contract?</b></p> <p>If <b>'Yes'</b>, then Transport Scotland's Project Carbon Tool must be completed throughout the project.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p><b>Is the proposed scheme a works contract with an estimated bid value greater than £100,000?</b></p> <p>If <b>'Yes'</b>, then a Material Sourcing Feasibility Report must be completed, which shall assess the feasibility of sourcing at least 20% of the materials required for the scheme from recycled, secondary or re-used sources. The Material Sourcing Feasibility Report is to be issued to Transport Scotland on completion.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

<sup>5</sup> This section of the report is not required to be completed for schemes undertaken under the A92 DBFO or M80 DBFO.

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## 4. Initial Environmental Screening

### 4.1. Environmental Baseline

Environmental Baseline	
<p>The below section provides a high-level summary of the environmental baseline, in line with guidance from the <a href="#">DMRB Environment and Sustainability Discipline</a>, of the proposed works area, providing information on relevant environmental and ecological constraints. Information is collated from multiple sources, including online resources and information held by BEAR Scotland (i.e. inventory from Transport Scotland's Asset Management Performance System (AMPS), information from ecological surveys, etc.).</p> <p>The study area for the environmental baseline is defined as the surrounding environment over which effects from the proposed scheme are reasonably thought to occur, taking into account cumulative effects. Where not otherwise stated, this is typically considered to be a minimum of 300m from the proposed scheme.</p>	
<b>Air Quality</b>	<p>The scheme is not located within an Air Quality Management Area (AQMA) declared by Argyll and Bute council (<a href="#">Air Quality in Scotland</a>).</p> <p>No Air Quality Monitoring Stations (AQMS) are located within 10km of the proposed works. The closest AQMS is approximately 38km southeast of the scheme, at Inverclyde Greenock, where Nitrogen Dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>) levels were recorded to be low at the time of checking (<a href="#">Air Quality in Scotland</a>). As the scheme is in a more rural area, it is expected levels would be lower than levels recorded at the Inverclyde Greenock station.</p> <p>There are no Scottish Pollutant Release Inventory (SPRI) sites which recorded air pollutants, located within 10km of the scheme (<a href="#">Scotland's Environment</a>).</p> <p>Baseline air quality is likely to be primarily influenced by traffic along the A83.</p>
<b>Cultural Heritage</b>	<p>There are a few cultural heritage sites located within 300m of the proposed works:</p> <ul style="list-style-type: none"> <li>• 'Inveraray Castle', Garden &amp; Designed Landscape (GDL), covers the scheme extent.</li> <li>• 'Dunbarton-Tarbet-Inveraray-Tyndrum Military Road', Historic Environment Record (HER), falls within scheme extent.</li> <li>• 'Kilmalieu, Inveraray/Glenaray' (church/burial ground), HER and Canmore site, lies within approximately 30-50m from scheme extent.</li> </ul> <p>No Listed Buildings, Scheduled Monuments, Conservation Areas, Battlefields, or World Heritage sites were identified within 300m of the scheme (<a href="#">PastMap</a>).</p> <p>The construction of the A83 trunk road will likely have exposed any items of cultural heritage interest present.</p>
<b>Landscape and Visual Effects</b>	<p>The scheme extent is not located with any National Park or National Scenic Area (<a href="#">SiteLink</a>). However, as mentioned above, the scheme is located within Inveraray Castle GDL.</p> <p>The scheme is located in a rural coastal area located approximately 1km north of the town of Inveraray, on the shores of Loch Fyne which lies adjacent to the east of scheme extents. Land surrounding the scheme is dominated by areas of mixed woodland, grasslands, and a rocky shoreline. In addition, Kilmalieu cemetery is located 5-10m to the west of the scheme extent.</p> <p>The A83 Trunk Road connects Tarbet with Lochgilhead, Kennacraig and Campbeltown. It commences at the A82 / A83 junction within Tarbet leading</p>

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	<p>generally south-westwards for a distance of 158 kilometres to (and including) its junction with New Quay Street at the Campbeltown Ferry Terminal. The A83 is a single carriageway along its length.</p>
<b>Biodiversity</b>	<p>No European designated sites have been identified within 2km of the works, however the following protected site is located within 300m of the scheme:</p> <ul style="list-style-type: none"><li>• Upper Loch Fyne and Loch Goil Nature Conservation Marine Protected Area (NC MPA), approximately 10-20m east of the scheme location.</li></ul> <p>The NC MPA extends east of the scheme from the Mean Low Water Springs (MLWS) line of Loch Fyne and is designated for the following qualifying features (<a href="#">NatureScot Sitelink</a>):</p> <ul style="list-style-type: none"><li>• Burrowed mud</li><li>• Flame shell beds</li><li>• Horse mussel beds</li><li>• Ocean quahog aggregations (<i>Artica islandica</i>)</li><li>• Sublittoral mud and specific mixed sediment communities</li></ul> <p>The National Biodiversity Network (NBN) Atlas has record of the following protected species within 2km of the scheme in the last 10 years (only records with open-use attributions (OGL, CCO, CC-BY) were included in the search criteria) (<a href="#">NBN Atlas</a>):</p> <ul style="list-style-type: none"><li>• Eurasian otter (<i>Lutra lutra</i>)</li></ul> <p>Numerous bird species are also recorded on NBN Atlas within the same search criteria and under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.</p> <p>The NBN Atlas was also searched using the same criteria for invasive non-native species (INNS) of plants and injurious weeds (denoted with *) (as listed on the NMC contract), where the following were recorded:</p> <ul style="list-style-type: none"><li>• Curled dock (<i>Rumex crispus</i>)*</li><li>• Japanese knotweed (<i>Fallopia japonica</i>)</li><li>• Rhododendron (<i>Rhododendron ponticum</i>)</li><li>• Himalayan balsam (<i>Impatiens glandulifera</i>)</li></ul> <p>Japanese knotweed is known to be present along the shoreline of Loch Fyne around this location from previous surveys carried out in the area by BEAR Scotland.</p> <p>The INNS carpet sea squirt (<i>Didemnum vexillum</i>), a marine invertebrate animal is also known to be present within Loch Fyne.</p> <p>Transport Scotland's Asset Management Performance System (AMPS) holds no records of INNS within 300m of scheme extents.</p> <p>Habitat in the surrounding area comprises mixed woodland, grasslands, and coastal areas with exposed rock with sheltered spaces within the sea wall. Loch Fyne provides marine habitat and minor watercourses provide freshwater habitat in close proximity to the scheme. Therefore, habitat close to the scheme is suitable for species such as otter, red squirrel, and pine marten.</p>

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	<p>There are two areas listed on the Ancient Woodland Inventory (AWI) within 300m of scheme extent. The closest of which overlaps with scheme extents and the other lies approximately 100m northeast; both are recorded as 'long established (of plantation origin)' (<a href="#">NatureScot</a>). There are no areas of woodland or individual trees covered by a Tree Preservation Order (TPO) within 300m of the scheme extents (<a href="#">Argyll and Bute Council</a>).</p>
<b>Geology and Soils</b>	<p>The scheme does not lie within a Geological Conservation Review Site (GCRS), or within a geologically designated Site of Special Scientific Interest (SSSI) (<a href="#">NatureScot</a>).</p> <p>Soils within the scheme extent are recorded as: alluvial soils and mineral podzols. According to the Carbon and peatland 2016 map, the scheme extent has a Class 0 classification. In these soils, peatland habitats and soils are typically not found (<a href="#">Scotland's Soils</a>).</p> <p>The bedrock recorded within the scheme extent (<a href="#">BGS Geology Viewer</a>):</p> <ul style="list-style-type: none"> <li>• Ardrishaig phyllite formation- Semipelite, calcareous (Metamorphic bedrock).</li> <li>• Dalradian supergroup- metagabbro and metamicrogabbro (Metamorphic bedrock).</li> </ul> <p>The superficial deposits recorded within the scheme extent are marine beach deposits- gravel, sand and silt (Sedimentary superficial deposit) (<a href="#">BGS Geology Viewer</a>).</p>
<b>Noise and Vibration</b>	<p>For residential, community and commercial receptors refer to the 'Population and Human Health' section below.</p> <p>The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) (<a href="#">TNAP</a>).</p> <p>Day, evening and night (Lden) modelled data for the A82 carriageway within scheme extents shows noise levels between 62-68dB (<a href="#">SpatialData.gov.scot</a>).</p> <p>Baseline noise levels in the scheme extent are likely to be primarily influenced by traffic along the A83.</p> <p>In 2023, the average annual daily flow (AADF) of traffic was estimated on the A83 carriageway, approximately 3km south of the scheme and accounted for 2,983 vehicles, including 276 (9.3%) heavy goods vehicles (HGVs) (<a href="#">Road Traffic Statistics</a>).</p>
<b>Population and Human Health</b>	<p>There are no residential properties within 300m of the scheme. Kilmalieu cemetery is located directly north of the A83 carriageway at the scheme extent.</p> <p>One layby is located within scheme extents and will likely be used to store plant and equipment during works.</p> <p>There are no core paths (<a href="#">Scotland's Environment</a>), walking routes are listed on WalkHighlands (<a href="#">WalkHighlands</a>), or National Cycle Network Routes (<a href="#">OS Maps</a>) within 300m of the scheme.</p> <p>Within the scheme extent there is a small footpath, which provides access from the carriageway layby to a public access gate for the Kilmalieu cemetery.</p>
<b>Road Drainage and the Water Environment</b>	<p>Loch Fyne- Upper Basin (ID: 200334) lies adjacent to the scheme and is a coastal water body which has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2023 as having an overall condition of 'good' (<a href="#">SEPA Water Classification Hub</a>).</p>



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	<p>As works are required in the marine environment below the level of Mean High Water Springs (MHWS) within Loch Fyne, a marine licence from Marine Directorate will be required prior to works.</p> <p>One minor unclassified watercourse, considered to be a drainage channel and tributary, lies within 300m of the scheme. This watercourse is culverted under the A83 and discharges into Loch Fyne.</p> <p>The scheme is located within the 'Oban and Kintyre' groundwater body (ID: 150698), which is classified by SEPA as having an overall status of 'good' in 2023 (<a href="#">SEPA Water Classification Hub</a>).</p> <p>The scheme also lies within the Drinking Water Protected Area (Ground) (DWPA) of Loch Fyne, which covers an area of 668.8km<sup>2</sup>. (<a href="#">Scotland's Environment</a>).</p> <p>There are areas within scheme extents highlighted as high likelihood of river and coastal water flood risks (10% chance of flooding each year) (<a href="#">SEPA Flood Maps</a>).</p>
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### 4.2. Screening for Site Visits and Environmental Licencing / Consenting

Screening for Site Visits and Environmental Licencing / Consenting		
The below section provides a high-level screening exercise, which determines if a site visit is required to be undertaken and if there is, or is potential for, environmental licences or consents being required.		
<b>Are any site visits determined as being required?</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Justification for decision to be provided.	<p>A Preliminary Ecological Assessment (PEA) and Preliminary Roost Assessment (PRA) were carried out at this site, which determined a pre-construction otter check is required for these works, as well as at least one Environmental Clerk of Works (ECOW) visit.</p> <p>This ECOW visit will determine whether further visits are required to ensure no otter are present in the area, and to ensure marine licence requirements are being followed.</p>	
<b>Are any environmental licences or consents required?</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Justification for decision to be provided.	<p style="text-align: center;"><input checked="" type="checkbox"/> Further Assessment / Consultation Required</p> <ul style="list-style-type: none"> <li>Works will take place seaward of MHWS within the marine environment and a marine licence will be required. This licence was issued by marine directorate in December 2024 (MS-00010838), and remains valid until 21<sup>st</sup> March 2025. If works are required past this date, further consultation will be required to extend this licence.</li> <li>Pre-construction survey and/or ECOW determine the need for any further protected species surveys and/or licences etc.</li> <li>NatureScot (Upper Loch Fyne and Loch Goil NC MPA) and Argyll and Bute Council (Inveraray Castle GDL) were both consulted and confirmed they had no comments on proposed works in relation to potential impacts on these sites.</li> </ul>	

### 4.3. Environmental Screening

Initial Environmental Screening
The below section provides a high-level screening exercise, which determines, in line with BEAR Scotland's Procedure 057 and the <a href="#">DMRB Environment and Sustainability Discipline</a> , the appropriate level of environmental assessment which is required.

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<b>F109 Environmental Screening (ES)</b> Required for all schemes.	<input checked="" type="checkbox"/> Required
<b>F111 Environmental Summary Report (ESR)</b> Required for schemes which are a non-relevant project (refer to Section 2.1 Initial Environmental Impact Assessment Screening).  Screened in for schemes that are not a project (refer to Section 2.1 Initial Environmental Impact Assessment Screening), but require additional assessment to allow appropriate and proportionate assessment of potential impacts (i.e., schemes that are not a project that require a site visit and / or environmental licencing / consenting).  If 'Screened In', then provide justification below.	<input checked="" type="checkbox"/> Required  <input type="checkbox"/> Screened In
N/A	
<b>F113 Record of Determination (RoD)</b> Required for schemes which are a relevant project (refer to Section 2.1 Initial Environmental Impact Assessment Screening).  The requirement for an F902 Environmental Review Report (ERR) will be determined during the completion of the F113 Record of Determination.	<input type="checkbox"/> Required
<b>F114 Site Environmental Management Plan (SEMP)</b> Required for all schemes.	<input checked="" type="checkbox"/> Required